OFFICE OF THE SPECIAL OFFICER, FUEL SUPPLIES, BANGALORE.

Notification dated 31st March 1951.

No. F.3. 85—50-51. The contract with the Mysore National Contractors and Suppliers Company for supply of fuel to Bangalore Civil Supplies ceases from 1st April 1951. Representations were being made by many fuel suppliers that Government should permit them to make direct supplies of fuel without the Agency of a Company, so that they may get the benefit of the commission and other charges hitherto allowed to the Company. Government are therefore now pleased to order in their No. S.D. 8896-901—C. 25-50-45, dated 29th March 1951, that direct supplies may be taken from the suppliers from 1st April 1951 subject to the conditions noted below. It is however anticipated that the suppliers will take advantage of the facility now afforded to them and make increased supplies so as not to give room to any cause for effecting alternate arrangements for securing fuel to Bangalore.

FOR SUPPLIES MADE BY ROAD IN LORRIES.

1 The suppliers will be paid for at the following rates for direct supplies :—

Class I-Fuel :—(Casuarina or Dindiga fuel): Rs. 32—8—0 per ton, and
Class II-fuel :—(Jungle fuel) : Rs. 24—2—0 per ton.
} (Including Transport charges to the Depots in the Bangalore Corporation and unloading thereat).

2 There will be no change either in the existing purchase price or mileage charges, *i.e.*, Class I-fuel being paid for at Rs. 28 per ton and Class II-fuel at Rs. 20 per ton, F.O.R. Weigh Bridge delivery, and mileage charges at Re. 1 per laden mile. The difference of Rs. 4-8-0 per ton in Class I-fuel and Rs. 4-2-0 in Class II-fuel, will go to the lorry owner towards internal Transport and delivery.

3 The existing rebate charges against supply of big logs and lengthy billets will continue.

4 The existing rates of payment for supply of mixed consignments and casuarina roots will continue.

5 The suppliers should recover direct from the licensees, Co-operative Societies and other concerns to whom their fuel may be allotted, the cost of fuel due from them. The Fuel Inspector, Weigh Bridge, will however, collect the usual commission charges due to Government from the licensees and see that proper and due payments are made to the suppliers.

6 In cases of supplies taken to Government Fuel Depots, the suppliers will acknowledge the receipt on the duplicate copy of the delivery note on one anna receipt stamp, for having received payment. The delivery note, after being certified in the respective Government Depots, will be sent to the Office by the Fuel Inspector, Weigh Bridge, for making payment to the supplier and the lorry owner, if any, when payment will be arranged to be made in the office.

7 The licensees, societies and other concerns are requested to arranged for *cash payments* to the suppliers direct at the Weigh Bridge, immediately after allotment of fuel to them, failing which no supplies can be made to them.

8 Such of those suppliers who are agreeable to make direct supplies under the foregoing conditions will enter into an agreement with the Special Officer, Fuel Supplies, for keeping up regular supplies.

9 If the unloading is done by the Government Depot Staff, Re. 0-12-0 per ton will be charged.

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Notification dated 31st March 1951.

No. F.3. 85—50-51. The contract of the Mysore National Contractors and Suppliers Company for supply of fuel to Bangalore Civil Supplies, ceases from 1st April 1951. Representations were being made by many fuel suppliers that Government should permit them to make direct supplies of fuel without the Agency of a Company, so that they may get the benefit of the commission and other charges hitherto allowed to the Company. Government are therefore now pleased to order in their No. S. D. 8896-901—25-50-45, dated 29th March 1951, that direct supplies may be taken from the suppliers from 1st April 1951, subject to the conditions noted below. It is however anticipated that the suppliers will take advantage of the facility now afforded to them and make increased supplies so as not to give rise to any cause for effecting alternate arrangements for securing fuel to Bangalore:—

FOR SUPPLIES MADE BY RAIL.

1. The suppliers will be paid at the following rates:—

Class I—fuel. (Casuarina, Dindiga, Kamra, Jambai, and Mathi Rs. 32-8-0 per ton.
Class II—fuel. (Jungle, Ordinary): Rs. 24-2-0 per ton, and Special Jungle Fuel (received from Shimoga, Hassan and Mysore Districts): Rs. 26-2-0 per ton.

NOTE.—The above rates apply to supplies made at the depots which means the suppliers themselves have to attend for loading, transport and unloading at the Depots. If, however, the suppliers cannot arrange for loading, transport and unloading at the Depot, Re. 2-10-0 per ton will be charged therefor.

2. Suppliers, if present at the time of allotment of their consignment, will receive payment due to them, direct from the licensees and Co-operative Societies, after meeting the Railway Freight and Transport Charges, if any.

3. By the above arrangements, suppliers who cannot arrange for their own loading, internal transport and unloading, will get Rs. 29-14-0, 21-8-0 and 23-8-0 per ton of Class I-fuel, jungle fuel ordinary and jungle fuel Special (hard) respectively, as against Rs. 28, 20 and 20 respectivsly, they were hitherto getting.

4. In case of suppliers whose consignments are released to licensees and societies and who are not present at the time of receipt of fuel, the net amount due to them after defraying the railway freight, unloading, transport, post and other charges, will be remitted to the consignor as noted in the Railway Receipt after recovering the cost from such licensees or societies, furnishing particulars as to weight, etc.

5. In the case of supplies taken to Government Depots the suppliers will be informed of the weight and the quality of fuel whereupon they must prefer bills in duplicate at the above rates to the Special Officer, Fuel Supplies. On receipt of the bills, payments will be made by the Special Officer, by cheques after deducting the railway freight and transport charges. The transport contractor may claim these charges on a bill.

6. Contractors are reminded that no permits are necessary for consigning fuel to Bangalore in the name of the Special Officer, Fuel Supplies, Bangalore.

7. Different classes of fuel *should not be mixed* in one and the same waggon. If so mixed, payment will be made for the entire quantity at the rate admissible for the lower quality of fuel mixed.

8. Existing rate of rebate on big logs and lengthy billets will continue.

9. As the consignor is for all purposes of payment taken as the supplier, the parties to whom the fuel belongs will take adequate precautions to see that their names and addresses are invariably noted in the Railway Receipts. Government will not bind itself as responsible for any wrong payments arising out of incorrect noting of the names of suppliers in the Railway Receipts.

10. Such of those as are willing to make supplies, will enter into an agreement with the Special Officer, Fuel Supplies, for making regular supplies.

A. S. RAMANNAH,
Special Officer

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OFFICE OF THE REGISTRAR OF JOINT-STOCK COMPANIES IN MYSORE, BANGALORE.

Notification dated 13th March 1951.

CIRCULAR.

It is hereby notified for the information of the Managing Agents, Directors. Secretaries of all the Joint-Stock Companies in Mysore, that Section 13 of the Foreign Exchange Regulation Act, 1947, (which is reproduced below *in extenso*) is extended to Pakistan and Afghanistan.

9687 K. SUBBA RAO, *Registrar*

I. No person shall, except with the general or special permission of the Reserve Bank:—

(*a*) take or send any security to any place outside India ;

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